

a brief History of Union Pacific Railroad

1869. May 10th. 1869.

GREAT EVENT

Rail Road from the Atlantic to the Pacific

GRAND OPENING



PASSENGER TRAINS LEAVE

OMAHA

ON THE ARRIVAL OF TRAINS FROM THE EAST.

THROUGH TO SAN FRANCISCO

In less than Four Days, avoiding the Dangers of the Sea!

Travelers for Pleasure, Health or Business

Will find a Trip over the Rocky Mountains Healthy and Pleasant.

LUXURIOUS CARS & EATING HOUSES

ON THE UNION PACIFIC RAIL ROAD.

PULLMAN'S PALACE SLEEPING CARS

RUN WITH ALL THROUGH PASSENGER TRAINS.

GOLD, SILVER AND OTHER MINERS!

Now is the time to seek your Fortunes in Nebraska, Wyoming, Arizona, Washington, Dakota, Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California.

CONNECTIONS MADE AT

CHEYENNE for DENVER, CENTRAL CITY & SANTA FE

AT OGDEN AND CORINNE FOR HELENA, BOISE CITY, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA.

THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!

Be Sure they Read via Platte Valley or Omaha

Company's Office 72 La Salle St., opposite City Hall and Court House Square, Chicago.

CHARLES E. NICHOLS, Ticket Agent.

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W. SNYDER,
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Back in the Good Old Days

The trip west was a trying experience for the countless thousands who made the journey back in the 1840's and '50's. Lured on by the promise of rich farm land in the Oregon territory or quick gold fortunes in California, pioneers made the trip the hard way — one foot in front of the other. Ten miles a day; on good days, fifteen miles. The trip from the Missouri River to California's shore took six months.

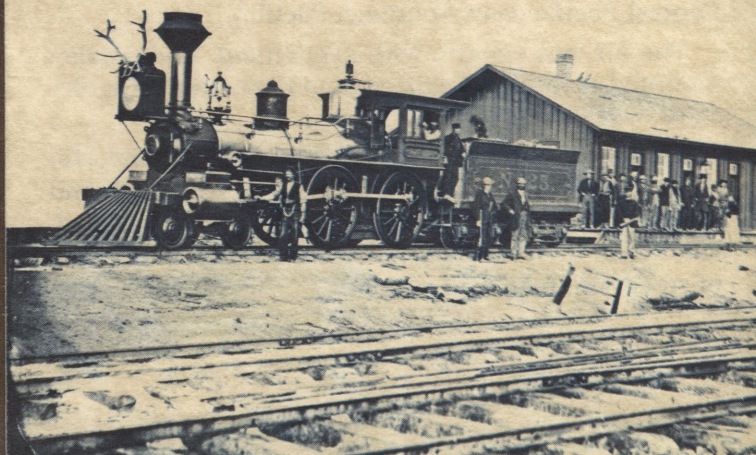
Many were tempted to settle along the way. Their eyes told them the land was good, but supplies would have to come in the same way they had come — by wagon. Their crops could only move out the same way. All agreed that a railroad was needed to develop this territory, but there the agreement stopped. Northern interests wanted a northern route, Southern interests a southern route.

It required the beginning of the Civil War in 1861 to settle the issue — southern congressmen took their opposition with them when the guns bombarding Fort Sumter called them home.

On July 1, 1862, President Abraham Lincoln signed the Pacific Railroad Act, first of the measures which provided for the actual building of the railroad.

With much ceremony, ground was broken for the construction on December 2, 1863, at Omaha, Nebr., but because of difficulties in financing, it was not until July 10, 1865, at the same spot, that the first rail was laid.

Under the leadership of Oakes Ames and his brother Oliver, construction of the railroad moved rapidly. In addition to the problems of financing, there were hostile Indians, severe weather, long-distance supply difficulties, plus "friendly" gamblers and other camp followers.



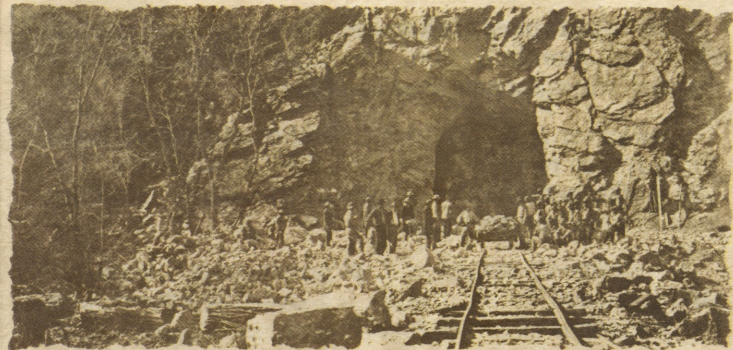
Today and Tomorrow

The men who fought off Indians to lay the iron rails to the Pacific over one hundred years ago would find it hard to recognize today's Union Pacific. Practically none of their work remains. The rails and ties have been replaced many times over. The roadbed has been moved, straightened, rebuilt, and improved. The picturesque steam engines have been replaced by modern, more powerful diesel-electric locomotives.

The telegraph operator was a quaint and familiar figure in yesterday's railroad. Today the telegraph key has given way to teletype and computer messages beamed by microwaves from mountain top to mountain top throughout the Union Pacific West.

Data processing and computerized operations play a large part in the running of today's railroad. Yes, things are different; today there's a freight car designed and built for every purpose, and very powerful locomotives to pull any size load.

Union Pacific constantly researches to develop still better types of motive power, newer freight cars, improved fuels, and more efficient ways of doing business . . . all with one goal in mind, to provide the best possible transportation service to all our customers.



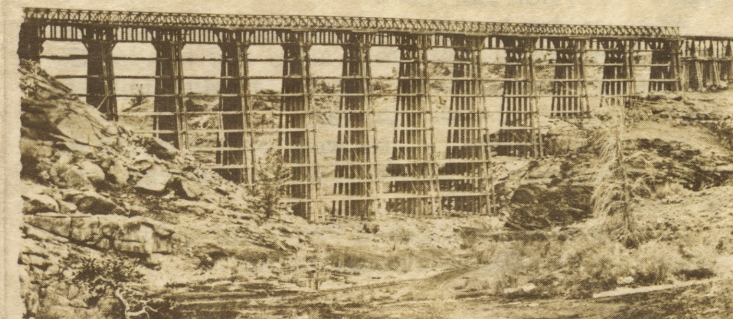
Heading west through the Wasatch Mountains, crews begin boring through tunnel 3 at Weber Canyon. Once completed, the tunnel, bridge and train enhance the picturesque landscape.



Gleaming Union Pacific Engine No. 120 stops long enough to be graphically recorded in the picturesque landscape of Weber Canyon.



Promontory Trestle, 400 feet long, 85 feet high, was the last span crossed. It took 38 days to construct this trestle.



Dale Creek Bridge, Wyoming, 500 feet long, 125 feet high.

Fifty thousand tons of iron rail and fittings and all bridge and structural supplies had to be brought into Omaha from the east by wagon or steamer, for no railroad from the east reached this point along the Missouri River until 1867.

By September 22, 1865, 2½ months after construction began, ten miles of rail were completed and in use; by the end of that year, another 20 miles were completed. During 1866, 260 miles were added, and in 1867, another 240 miles brought the railroad to the summit of the Rocky Mountains. During 1868, 425 miles were laid; and in the first four months of 1869, 125 miles of new construction took this line to Promontory.

While Union Pacific was building westward, Central Pacific Railway was building a line eastward out from California; and on May 10, 1869, one of the most important events in United States history was to take place.

The workers of the Union Pacific and Central Pacific gathered to await the arrival of officials of the two railroads before they completed laying the track over the 50-odd foot gap that would link the United States with a rail line "clear to the Pacific." More important, the nation would be opened to the development which was to make it the most powerful, the richest, and the best place in the world to live.

Union Pacific officials at the scene included Thomas C. Durant, vice-president of the company; Sidney Dillon, chairman of the board of directors; John Duff, another director; General Grenville M. Dodge, chief engineer; General John C. "Jack" Casement and his brother Dan, track laying contractors.

At 11:15 a.m. a special train arrived bearing Governor Leland Stanford of California, president of the Central Pacific (now Southern Pacific).

The air was electric with excitement, and tension mounted as the men realized their hopes and struggles were nearing fruition.

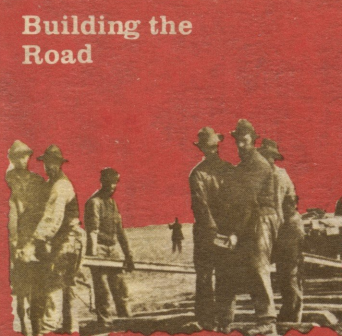
The two locomotives which had brought the official parties' trains, Union Pacific's No. 119 and Central Pacific's "Jupiter," both brightly polished, stood near their respective ends of the gap, a full head of steam up, ready for action.

Just before noon, General Dodge lifted his hands for silence and introduced the Rev. Dr. John Todd of Pittsfield, Mass., who led the prayer which formally opened the ceremony.

The telegrapher now tapped out: "Almost ready, hats off, prayer is being offered." This was bulletined at 2:27 eastern time. All Western Union wires had been cleared for Promontory news, and now as each event took place, crowds at telegraph offices in all parts of the country were apprised of the fact.

At 2:40 eastern time, the telegrapher bulletined: "We have got done praying, the spike is about to be presented."

Building the Road



Ten thousand men on the raw edge of civilization — these were the construction crews that built the Union Pacific Railroad. First came the surveyors selecting the route. Behind them the graders, cutting down the hills, filling in the valleys.



A silver spike from the Comstock lodes was presented to Dr. Durant; Governor Safford of Arizona added a spike of gold, silver, and iron alloy; Idaho and Montana furnished spikes of silver and gold; and California contributed the last spike to be driven, which was fashioned of gold, and engraved with 381 letters. On its head was inscribed the legend, "The last spike"; on the sides, the date of the ceremony, the names of company officers and directors and on one side the prayer "May God continue the unity of our Country as this railroad unites the two great oceans of the World."

The telegrapher clicked off: "All ready now; the last spike will soon be driven. The signal will be three dots for the commencement of the blows."

The silver and alloy spikes had been set into holes prepared to receive them, and driven by guests. The last spike remained untouched. Governor Stanford was to have the privilege.

He stepped forward and, plainly nervous, took the silver headed maul; a hush fell over the crowd, and the president of the Central Pacific swung the maul.



blasting tunnels and stronging up bridges. The work was done by hand, shovel and pick, good black powder and mule carts to haul the debris away.



He missed!

The maul struck the rail, but the telegrapher signaled, "Dot! Dot! Dot! Done!"

After striking his blow and missing the spike, Governor Stanford politely stood aside and handed the maul to Dr. Durant, who, also being polite, imitated the first blow and struck the rail.

After that, various guests were invited to tap the spike, dropping it into the hole which had been bored to receive it.

Flashed to the Associated Press and to President Grant was the official announcement:

"Promontory Summit, Utah
May 10th

"The last rail is laid! The last spike is driven! The Pacific Railroad is completed! The point of junction is 1,086 miles west of the Missouri River, and 690 miles east of Sacramento City.

Leland Stanford
Central Pacific Railroad
T. C. Durant
Sidney Dillon
John Duff
Union Pacific Railroad



The two engines, "Jupiter" and No. 119, covered with cheering celebrants were unhooked from the trains and advanced until their pilots touched. Bottles of champagne were broken on the engines, and the bubbling wine flowed down over the Golden Spike and the polished laurel wood tie.

The engines backed up to their trains, hooked on and took turns crossing the rails which had joined the gap. The crowd, in the words of one who was there, "Was yelling fit to bust!" The nation's first transcontinental rail line was in existence!